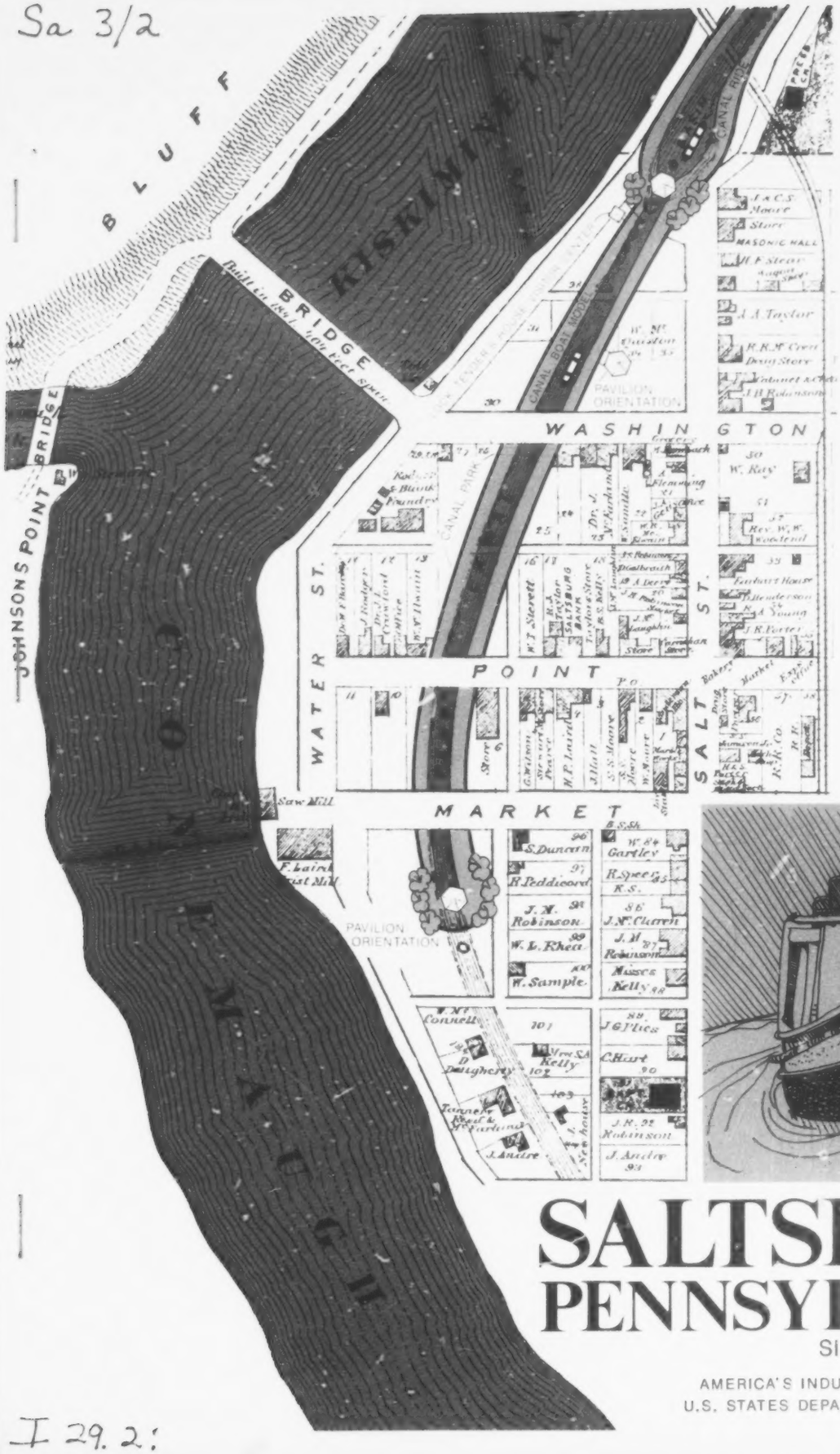
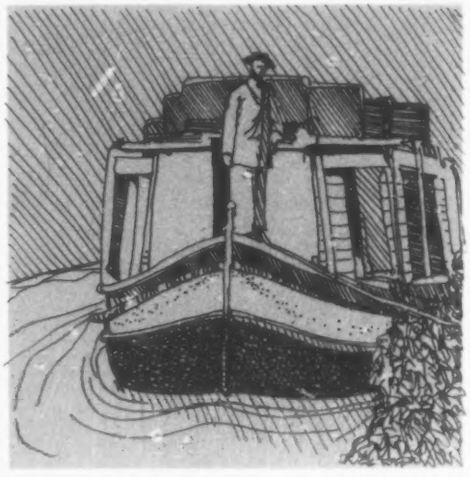
Sa 3/2





SALTSBURG PENNSYLVANIA

SITE CONCEPT PLAN

AMERICA'S INDUSTRIAL HERITAGE PROJECT
U.S. STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

READEX FICHE best copy available

I 29.2:

site concept plan

july 1989

SALTSBURG

AMERICA'S INDUSTRIAL HERITAGE PROJECT • PENNSYLVANIA

UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

INTRODUCTION

WHAT IS THIS DOCUMENT AND WHY IS IT BEING PREPARED?

This document is a National Park Service plan for the Saltsburg canal park. It proposes a redesign of the park that would use plants to simulate the canal and walkways to simulate the towpaths. It also proposes a canal ride.

There are two reasons that the Park Service is interested in the Saltsburg canal park. The canal park and surrounding buildings are a good example of a typical canal town – one of the few left – and Saltsburg's story fits in with other stories being told in the region through the America's Industrial Heritage Project. Also, redesign of the canal park will support an additional purpose of America's Industrial Heritage Project – to improve the economy by encouraging tourism in western Pennsylvania.

WHAT WILL A REDESIGNED CANAL PARK MEAN TO SALTSBURG RESIDENTS?

It could mean a great deal. A redesigned canal park would be a valuable amenity for the residents. More importantly, it could provide a way to retain the heritage of Saltsburg while improving its economic base. It could bring new businesses and money into Saltsburg, which could mean more jobs and increased property values. It could also change things that you like about Saltsburg. It could mean more residents and visitors and more traffic and needs for services.

WHAT SHOULD YOU DO?

Please read this plan. It contains the same proposals as the poster that was printed and distributed last fall, but it has more details. Make note of the things you like and don't like, and the things you feel should be added or deleted.

The Borough Council is your decision-making group. **They have not yet approved or disapproved this plan.** They need to know how you feel about the proposed changes to the borough. You can let the Park Service and the Borough Council know in three ways:

1) **Public Meeting** – You can attend the meeting and express your ideas about the plan. The public meeting will be September 11, 1989, during the monthly Borough Council meeting.

2) **Questionnaire** – You can fill out the questionnaire at the back of this document.

3) **Write a letter** – You can explain your viewpoints and opinions by writing to

Randy Cooley, Project Director
America's Industrial Heritage Project
P.O. Box 565
Hollidaysburg, PA 16648

Questionnaires and letters will be accepted at the above address until September 8, 1989.

WHAT WILL HAPPEN?

Based on your input, the Borough Council will decide one of three things:

1) **Approve the Plan** – Approval means that the county, the borough, and the Park Service agree on the *idea* of improving the canal park. If the plan is approved, we will begin working on what specifically should be done, how the park will be maintained, etc. Parts of the proposal may not work, other parts may be too expensive. **Each step will be approved by the Borough Council before proceeding.**

2) **Revise the Plan** – The Borough Council may indicate specific changes to be made to the plan before approval.

3) **Disapprove the Plan** – The Borough Council may not be interested in the proposals for the canal park. In this event, the Park Service will stop its planning effort.

CONTENTS

BACKGROUND 1
THE AMERICA'S INDUSTRIAL HERITAGE PROJECT 1
THE AIHP AND THE MAIN LINE CANAL 1
SALTSBURG, THE MAIN LINE CANAL, AND SALTSBURG'S RESOURCES 1

PLANNING FOR SALTSBURG'S FUTURE 4
THE NATIONAL PARK SERVICE'S PROPOSED SITE CONCEPT PLAN 4
Visitor Interest, Access, and Parking 4
Visitor Center, Orientation, and Interpretation 5
Canal Ride 6
Phasing and Implementation 6
Funding 10
THE RESULT 10
HOW CAN YOU HELP? 11

PREPARERS 12

QUESTIONNAIRE 13

ILLUSTRATIONS

Location 3
Site Plan 7

BACKGROUND

THE AMERICA'S INDUSTRIAL HERITAGE PROJECT

The National Park Service's America's Industrial Heritage Project (AIHP) is looking at the history and related resources in a nine-county region of southwestern Pennsylvania. One focus of the AIHP is to examine the significant contribution of the region's iron and steel, coal, and transportation industries to the growth of industrial America. These industries played a significant role in helping America grow and establishing her standing among the nations of the world. Part of the AIHP efforts will be directed to preserving, developing, managing, and interpreting the remnant historic sites and resources of these industries. The project will use these sites and various preservation initiatives to help revitalize the area's economy through the second focus of the AIHP – tourism promotion. Related sites will be linked by car, bus, and train routes, and interpretation at the sites will focus on how each site contributed to America's industrial development. Communities in the nine-county region that have sites and resources that relate to the AIHP themes, such as Saltsburg and its canal-era resources (relating to the transportation theme), have an opportunity to be active participants in the AIHP. Saltsburg's location within the nine-county AIHP area is shown on the following map.

THE AIHP AND THE MAIN LINE CANAL

The Pennsylvania Main Line Canal and the Allegheny Portage Railroad were important to the development of America's transportation industry. The Pennsylvania Main Line Canal helped link Pittsburgh and Philadelphia; the Allegheny Portage Railroad allowed boats along the canal route to cross the Allegheny Mountains. The engineering feat of the portage railroad is interpreted at Allegheny Portage Railroad National Historic Site. The canal story is told by wayside exhibits at scattered individual sites between Philadelphia and Pittsburgh where there are canal remnants; however, these sites do not provide a comprehensive overview of the canal story.

The original Main Line Canal extended a total of 395 miles and had three separate canal divisions – the Western Division (Pittsburgh to Johnstown), the Juniata Division (Hollidaysburg to Duncan's Island), and the Eastern Division (Duncan's Island to Columbia). The story of the canal should be told on both sides of the Allegheny range, along the Western and Juniata divisions of the canal.

SALTSBURG, THE MAIN LINE CANAL, AND SALTSBURG'S RESOURCES

The National Park Service is interested in Saltsburg as a potential place to tell the story of the Main Line Canal along its Western Division and in providing technical assistance to Saltsburg Borough to help them tell the canal story. Saltsburg was once the site of the canal, a lock, and a canal turning basin. The actual canal no longer exists. The canal channel has been filled with dirt and is maintained by Saltsburg Borough as an open, grassy park for Saltsburg residents. The stone blocks of the lock remained in place until 1886, when they were removed and used to build a monument in Edgewood Cemetery. Still in place are many of the stone canal markers.

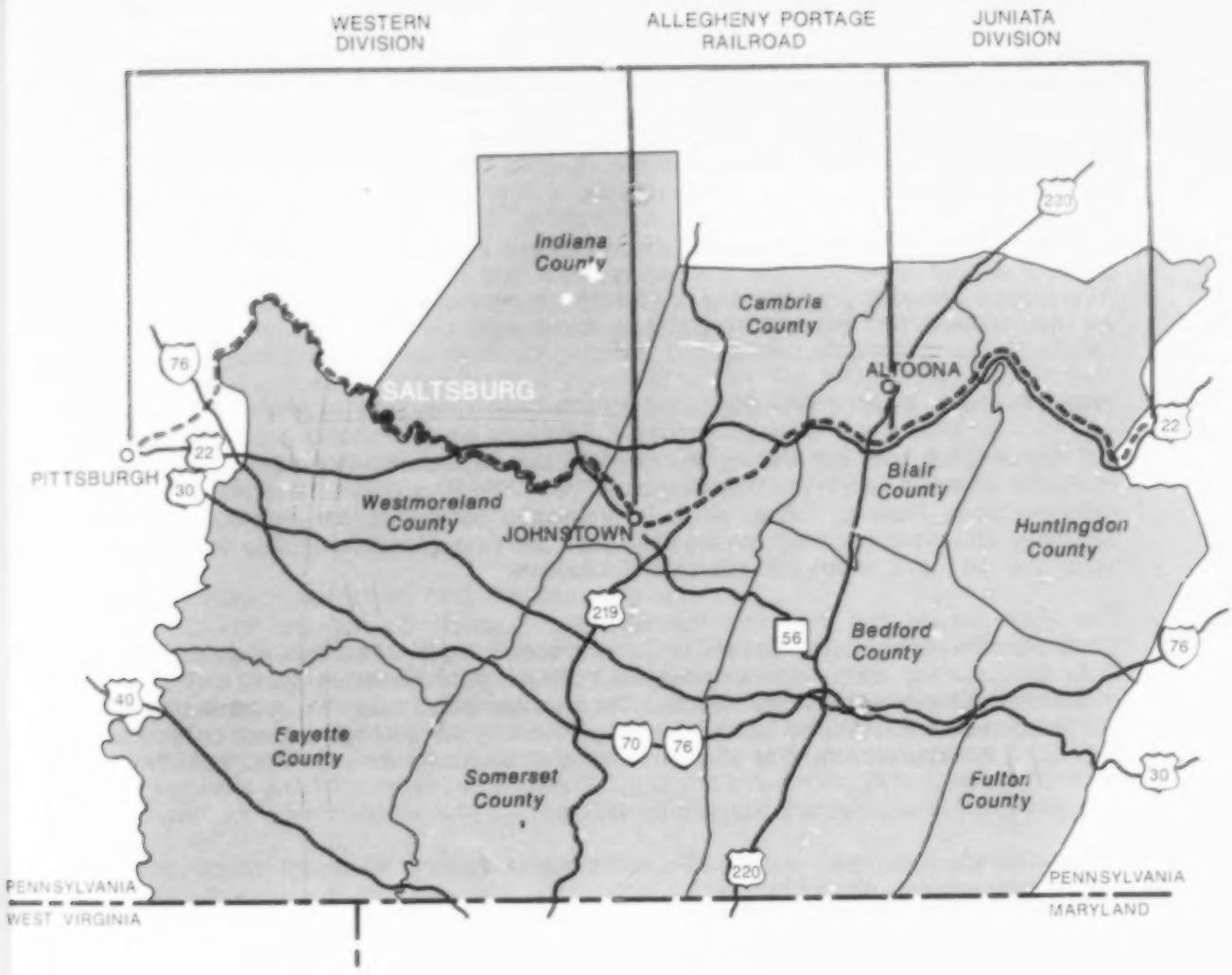
Saltsburg, however, retains the aura and integrity of a mid-19th century canal town. After the canal was abandoned, the town never grew any larger. Many of the canal-era buildings

are still in existence in Saltsburg, even though some have been altered. According to *A Walking Tour of Saltsburg*[1], 33 of the canal-era buildings (prior to 1864) are still standing. In addition, there are nine pre-1899 buildings that also contribute to the historic character of Saltsburg. The canal-era buildings in Saltsburg have greater historical significance than the canal itself (given the condition of canal remains in the area). They define by their locations where the canal and streets were, and the location of the canal and its effect on the development of the town is clearly seen. **Their continued preservation is essential if Saltsburg is to capitalize on its historic theme.**

In addition to these cultural resources, Saltsburg is adjacent to the junction of the Conemaugh and Kiskiminetas rivers. This natural feature originally attracted the first Saltsburg settlers and made the canal through the borough practical. Besides their functional uses, the rivers provide a beautiful aesthetic resource to Saltsburg. Residents also use the rivers for canoeing and swimming.

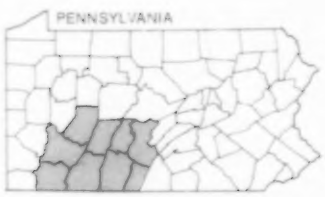
---

[1] *A Walking Tour of Saltsburg*, by Gloria Berringer. n.d. Available from Historic Saltsburg, Inc. in Saltsburg



LOCATION

PENNSYLVANIA MAINLINE CANAL



0 5 10 15 MILES

SALTSBURG PENNSYLVANIA

AMERICA'S INDUSTRIAL HERITAGE PROJECT UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE 957 40018 DSC JAN 89

PLANNING FOR SALTSBURG'S FUTURE

There are many different groups with interests in Saltsburg – the residents, the business community, the governing bodies, and the historical societies. Any plan for canal park improvement must reflect those interests and must fit into the borough's plans in a functional sense. The plan for the canal park must consider walkways, parking, signs, and infrastructure so that everything works together.

The purpose of planning is to uncover those interests that relate to the canal, to develop possible alternative ways to satisfy those interests, and to bring the affected groups to a consensus concerning some general goals for an improved canal park. The general goals will then become the vision for the Saltsburg canal park.

THE NATIONAL PARK SERVICE'S PROPOSED SITE CONCEPT PLAN

The following site concept plan is the result of the Park Service's preliminary planning efforts for enhancement of the Saltsburg canal park. The Park Service is working with the Indiana County Planning Office, which is creating a comprehensive land use plan for Saltsburg. These two plans will link the canal park and borough with economic development goals and the future needs and interests of residents.

The Park Service has met with the Saltsburg Borough Council and the Saltsburg Comprehensive Study Committee. (The Comprehensive Study Committee is an appointed group of Saltsburg residents whose responsibilities include reviewing plans and making recommendations to the Borough Council.) We have discussed many ideas, some of which are presented here. This plan has not been approved by the Borough Council or the Park Service. It is being presented to you, the citizens of Saltsburg, for your input and ideas.

The goals of this site concept plan are as follows:

> To integrate the plan with the Indiana County Planning Office's comprehensive land use plan.
>
> To preserve the historic structures and architectural heritage that tell the story of the town's development and support its distinctive character.
>
> To promote the distinctive history and charming ambience of Saltsburg as a part of the America's Industrial Heritage Project.
>
> To maintain those qualities of life that are considered important and positive to Saltsburg residents.
>
> To diversify and stimulate the economy of the borough by enhancing the canal-era story and interpreting the surrounding historic structures to draw tourists to Saltsburg.

Visitor Interest, Access, and Parking

For people unfamiliar with Saltsburg and its history, it is easy to drive through town unaware of its attributes. The first priority for the Park Service is to provide visitors with a

signal that Saltsburg has interesting things to see and do. The Park Service's proposal is a full-scale model of a canal boat, which would distinguish Saltsburg as a unique borough and at the same time connect it to the Allegheny Portage Railroad theme as part of the Main Line Canal system. The model could be on the canal park at the entrance to town along US 286.

Once visitors have had their curiosity aroused, they will need to know where to park and where to get more information. Signs in large letters should be placed near the canal park and along US 286 from the north to identify the park and direct visitors to parking, additional information, and facilities.

Saltsburg residents have identified the lack of parking as a problem within the borough. The parking area that currently exists near the proposed site of the canal boat model should be redesigned and expanded as much as possible, and parking should also be developed close to the proposed visitor center area (described below). The critical factor would not be where the parking is, but that it would be easy to find by following clear directions. Additional parking needs may be identified in studies currently being conducted by the county; if more parking areas are needed, they should be kept small to blend in with the historic character of the borough. Plants should be used to minimize the visual impact of parking areas.

Visitor Center, Orientation, and Interpretation

Once visitors have stopped, they will require more detailed information about why Saltsburg is important and what activities are offered. This information should be available at several locations around Saltsburg, including parking lots and other high traffic areas. Information pavilions or kiosks with stationary maps and pamphlets could serve this purpose. The maps should illustrate the resources in Saltsburg and the variety of ways to experience them, and the pamphlets should provide a brief description of the canal walk, historic buildings walk, and canal ride (described below).

A visitor center that offers additional orientation and historical information should also be provided. The story of the Main Line Canal could be told in a movie or slide show, and a variety of photographs and exhibits could be used to present Saltsburg's history. One possible location for the visitor center would be the site of the locktender's house. The house burned down in 1973 and would require rebuilding; the exterior could be replicated to further add to the historic scene of the town, and the interior could provide space for the visitor center. Various options could be considered for management of the center – owned and operated by the borough, owned by the borough and operated by a concessioner, or owned and operated privately. Other sites within the borough might also be suitable for visitor center development.

The area of the canal, towpaths, and bridges should be redesigned to simulate its historic character. The canal itself could be dug out slightly (6 inches to 1 foot) to create an elevation change and could then be planted with flowers, ground covers, or a different grass to simulate water. The simulated canal could extend from the turning basin to just past Market Street, with a pavilion at each end that would function as an orientation and sitting/gathering area. If necessary, the existing playground could be moved beyond the proposed orientation area or to an undeveloped area adjacent to the canal. The existing canal walk, which has benches and interpretive signs, could be used and added to in expanding the stories of Saltsburg and the canal. The towpaths could be redesigned with brick, concrete, or asphalt walkways to provide a new canal walk that would intersect

Washington, Point, and Market streets. Special emphasis should be given to locations of canal markers, bridge sites, and canal-era houses and buildings.

Redesign of the canal park would encourage businesses and restaurants in the vicinity to enhance areas adjacent to the park and to provide services for tourists and residents. If the borough established a goal of maintaining the historic character of the park while enhancing the total visitor experience, local methods could be established for cleaning up or screening unsightly areas. Also, new zoning regulations could be established for new projects or changes to existing buildings or landscapes. Roscoe Village in Coshocton, Ohio, has established and successfully accomplished such a goal.

The canal walk could intersect with the proposed historic building tour route and river walk. The building tour route could continue along the canal park beyond the pavilions, with several loops around various blocks of Saltsburg. Self-guiding pamphlets and maps could be stocked at the pavilions. For special events or during busy seasons, interpreters could lead tours; occasionally, these tours could include visits to the interiors of some of the historic buildings. The river walk could use the existing trail system, which could be expanded as a walkway or promenade all along the river within the borough. At least one area should be designed to include a handicap-accessible seating and viewing platform where visitors and residents could sit, relax, and enjoy the scenery. A small amphitheater, which could be used as a staging area for visitors and a place for community events, could also be incorporated along the river walk.

Canal Ride

West of the canal walk a portion of the canal could be reconstructed, and a canal ride established. The ride could begin near the site of the canal turning basin and extend for approximately 1/2 mile beyond the borough boundary. Visitors could purchase tickets to ride along the reconstructed canal in an old-fashioned canal boat pulled by mules or horses. Options are available for ownership and operation of the canal ride. It could be owned and operated by the borough, owned by the borough and operated by a concessioner, or owned and operated privately.

Phasing and Implementation

This preliminary plan for the canal park provides general concepts for visitor services, activities, and interpretation. Cultural resource preservation and future economic growth are closely tied to this proposal. Phasing and an active partnership between the Park Service and Saltsburg Borough are keys to its implementation. If, for example, the canal park was developed but the canal-era buildings were torn down, the canal park would be "just another city park." If the proposal was fully implemented without adequate services and facilities (lodging, restaurants, shops, etc.), visitors would not be encouraged to spend time in Saltsburg. Therefore, phases are proposed that would provide an opportunity for the partners to avoid overcommitment of their resources and to implement the plan one step at a time. The Borough Council would approve each step before proceeding.

CONEMAUGH RIVER

RIVER WALK

WATER STREET

BRIDGE

KISKIMINETAS RIVER

PARKING

ALTMAN FEED MILL

STONE HOUSE MUSEUM

HARDWARE STORE

QUIK-PIC STORE

PAVILION/ ORIENTATION

CANAL PARK

McGREGOR MANOR SENIOR HOUSING

MARKET STREET

POINT STREET

WASHINGTON STREET

POST OFFICE

MOVIE THEATER

CANAL BOAT MODEL

PARKING

PAVILION/ ORIENTATION

DRUG STORE

LOCK TENDER'S HOUSE/VISITOR CENTER

SALT STREET WALKING TOUR

CANAL RIDE

SHOPPING PLAZA

LIBRARY

PRESBYTERIAN CHURCH

THE PROPOSAL

NO SCALE

AMERICA'S INDUSTRIAL HERITAGE PROJECT·UNITED STATES DEPARTMENT OF THE INTERIOR·NATIONAL PARK SERVICE·957·40019·DSC·JAN 89

SALTSBURG PENNSYLVANIA

Phase 1 (Target: Fiscal Year 1990) – Phase 1 would consist primarily of planning and design by the Park Service and the borough. After a cooperative agreement established roles and responsibilities, the Park Service would begin design work on the canal park area from the canal turning basin to Market Street. The borough should officially designate a committee of Saltsburg residents with the responsibility to work with Park Service designers and make recommendations to the Borough Council. (The group would be similar to the existing Comprehensive Planning Study Committee and could possibly be the same group, which would provide continuity in planning efforts.) It is also recommended that this committee have responsibilities beyond review of the Park Service plans and recommendations to the council, because there is much planning that the borough would have to initiate to ensure that well-integrated economic development takes place. These responsibilities could include the following:

Establish the boundaries of a historic district. This district could be a national historic district, or it could be an area defined by Saltsburg citizens using local zoning to determine if any restrictions are necessary. This district would be the "core tourist area."

Set borough goals for improving the streetscape, painting building facades, and building restoration; identify opportunities for private sector participation.

Evaluate current services in Saltsburg and determine which of these provide for the needs of tourists and residents alike. Possible future demands for services and products should also be considered, and a list should be compiled. A directory of available products, businesses, and services could be prepared to distribute to tourists. If done with sensitivity to the needs of businesses and community residents and with consideration for historic integrity, the directory could become an important asset to Saltsburg's future economic growth. Because of the size of the job, the committee might want to delegate this duty to a subcommittee; the Indiana County Tourism Promotion Office might also be able to lend assistance.

Set goals for expanding educational programs, such as giving classroom tours and slide shows to Saltsburg students and students from schools in the region.

Set goals for expanding interpretive programs, such as offering special tours to historical societies and canal and history buffs. People from Saltsburg who have the knowledge and experience could be requested to lead tours, give presentations, and organize groups. Local restaurants and businesses could provide meals and other visitor services as part of a package.

Set goals for special programs and festivals. Canal Days has already been established and should be expanded to encourage 100 percent participation from the council, residents, and historic groups. Ways should be sought to use special programs to achieve other goals and to add additional functions to the borough calendar. Regional marketing should be explored. New programs should be developed for the proposed amphitheater so that both day and evening events can take place during peak visitor periods.

Phase 2 (Target: Fiscal Year 1991) – Construction and implementation of the goals established in phase 1 would begin in phase 2. Construction should include the canal simulation, orientation pavilions, signs, and some parking. This development, along with the historic district, would become the nucleus of the tourist attraction. The goals set by the borough in phase 1 should also be prioritized and implemented in phase 2. Funding for the

phase 2 projects could come from federal, state, or local sources; management and maintenance of the canal park would be the responsibility of the borough (at least one seasonal employee plus appropriate materials such as fertilizer, mower, and tools).

During phase 2, design would begin for phases 3 and 4. The Park Service would provide technical assistance for the design of the canal reconstruction. This would require obtaining private land beyond the borough, either by donation, agreement, or purchase. The needs and services identified by the borough should also be evaluated and updated during this phase.

Phase 3 (Target: Fiscal Year 1992) – Phase 3 would include the construction of a visitor center, river walk, and amphitheater. Management and maintenance of the river walk and amphitheater would be the responsibility of the borough. The borough's plan for economic development, restoration, and enhancement should be well underway and should include an active marketing, education, interpretation, and public relations program.

Phase 4 (Target: Fiscal Year 1994 and beyond) – Phase 4 would involve the reconstruction of approximately 1/2 mile of canal and towpath and purchase of a full-scale replica canal boat as a working canal exhibit.

Funding

Federal funds, through the AIHP, have been provided to accomplish phase 1 of this plan. For implementation of phases 2, 3, and 4, funds will be requested primarily through the AIHP, with some complementary funding for further improvements requested through state grants.

THE RESULT

The redesign and redevelopment of the canal park would benefit the public, the Park Service, and Saltsburg Borough. The public would gain increased understanding of the role of the Pennsylvania Canal in the development of the region and nation; the Park Service would gain a complement to the story of the Allegheny Portage Railroad and the Pennsylvania Main Line Canal through the borough's participation in the America's Industrial Heritage Project; and Saltsburg would gain a major tourist attraction while preserving an important part of the community's heritage for future citizens and visitors.

The possibilities for economic development in Saltsburg are substantial, as demonstrated by Roscoe Village in Coshocton, Ohio. This project, which started with restoration of a single building 20 years ago, now brings over $20 million a year to the Coshocton community. Although Roscoe Village tourists do not spend that much in actual dollars, studies have shown that every tourism dollar spent in a community turns over seven times before it leaves that community[2]. Roscoe Village also demonstrates that tourism, business, resident, and historic preservation efforts can successfully coexist. The success of Roscoe Village over the past 20 years has depended on the cooperative efforts and support of many people. Tapping this cooperative spirit in Saltsburg would result in a revitalized, more

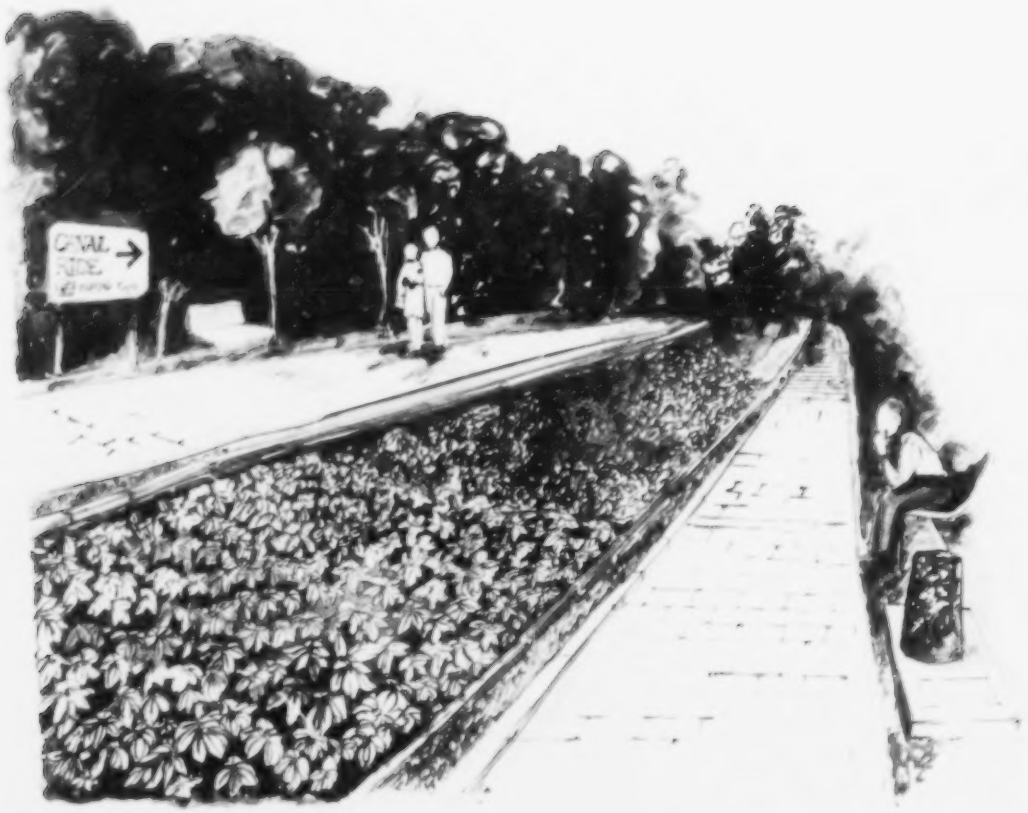
---

[2] *Roscoe Village Foundation, 20th Anniversary Annual Report 1988.* Roscoe Village Foundation, 440 N. Whitewoman St., Coshocton, Ohio.

attractive community – a Saltsburg that presents a sense of pride and purpose in its past and, more importantly, in its future.

HOW CAN YOU HELP?

The Park Service and Saltsburg Borough Council would like to know what you think of the site concept plan presented here. There is a questionnaire in the back of this document that you can fill out and mail back (no postage necessary - just fold, staple, and mail). This is your chance to let us know what you think. Your answers, comments, and suggestions will be greatly appreciated.



PREPARERS

National Park Service – Denver Service Center

Terri Urbanowski, Landscape Architect/Planner, Team Captain
Sharon Brown, Historian
Craig Cellar, Compliance Specialist
Bob Rothweiler, Natural Resource Specialist

National Park Service – America's Industrial Heritage Project

Keith Dunbar, Planning Director
Randy Cooley, Project Director
Loretta Schmidt, Historian
Joe Winfield, Landscape Architect

Saltsburg Comprehensive Study Committee

Charles Astolos
Georgia Brosko
Robert Buell
Lawrence Lowers
James Kelly
Ann Palmer
William Powell
Jack McQuire
Ronald Shannon
Gary Wheatley

Saltsburg Borough Council

Charles Astolos
Ron Caridine
Mayor Don Clawson
Georgianne Cribbs
Albert Dice
Wayne Kablack
James Kelly
Elaine McDivitt-Newson
F. David McGregor
Ron Wagner

Indiana County Planning Office

Jeff Butler
Bob Crum
Les Egar
George Urban

☆ U.S. GOVERNMENT PRINTING OFFICE: 1989—673-038 80,031 REGION NO. 8

QUESTIONNAIRE

1. Do you live in Saltsburg? _____

   If not, where do you live? _____

2. What about Saltsburg makes it different from other Pennsylvania towns?

   _____

   _____

   _____

3. If you could make any changes to Saltsburg, what would they be?

   _____

   _____

   _____

4. What are the things you hope never change in Saltsburg?

   _____

   _____

   _____

5. What makes Saltsburg a nice place to live?

   _____

   _____

   _____

6. Do you feel the borough's history and heritage is a special feature of Saltsburg? ____

   If yes, what features of Saltsburg are most representative of its history and heritage?

   _____

   _____

   _____

7. Do you think historic features and buildings in Saltsburg should be protected? _____

If so, how? _____

_____

_____

8. Do you feel a redesign of the canal park as described in the plan would add to or detract from the borough?

_____

9. What do you like about the proposed canal park?

_____

_____

_____

10. What do you dislike about the proposed canal park?

_____

_____

_____

11. Would you like to see tourists attracted to Saltsburg? _____

12. If yes, what sort of facilities and services do you believe need to be provided?

_____

_____

_____

13. What would you like the future character and image of Saltsburg to be?

_____

_____

_____

Additional Comments

Please feel free to add any thoughts, comments, or suggestions you may have about this planning effort. You may wish to write on a separate piece of paper. Your suggestions are welcomed!

FOLD

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
P.O. Box 565
Hollidaysburg, PA 16648

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, $300

BUSINESS REPLY MAIL
FIRST CLASS PERMIT NO. 12651 WASH.,D.C.

POSTAGE WILL BE PAID BY ADDRESSEE

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

Randy Cooley, Project Director
America's Industrial Heritage Project
National Park Service
P.O. Box 565
Hollidaysburg, PA 16648

STAPLE OR TAPE

As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural and cultural resources. This includes fostering wise use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people. The department also promotes the goals of the Take Pride in America campaign by encouraging stewardship and citizen responsibility for the public lands and promoting citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

Publication services were provided by the graphics and editorial staffs of the Denver Service Center. NPS D-25, July 1989